









expense of bringing the cotton from up country to ship's side there for another, against no land tax and the sending of the cotton bales direct from the estate packing house to ship's side here." Then, again, it would appear that the cotton plant in Borneo is far harder than in many countries, and it is said to last for at least three years without replanting. There seems little doubt that the commercial men of Borneo will be encouraged by the expansion of the cotton-weaving trade to devote their attention to the cultivation of cotton, and we may look forward to hearing even more about Borneo than has been our wont.

## AMERICA CUP NOTES.

THE "DEFENDER" DECLARED A MARINE MARVEL.

THE "BRITANNIA" WITHDRAWN.

NEW YORK, July 20th.

The first fair and square "try" of the new Cup candidate *Defender* took place today off Sandy Hook in a race with the 1893 champion *Vigilant*. The result was not up to the expectations of those who had read of the remarkable manner in which the new boat had "walked" through the *Vigilant*'s lee at Newport, and appeared to be some grounds for the report that the *Vigilant* was "aid back" on that occasion. In the race of fifteen miles to windward and return to-day the *Defender* beat the *Vigilant* by 2m. 45s. Of the time the *Defender* gained 2m. and 45s. on the *Vigilant* to windward, and 45s. on the run home. After the race C. Oliver Iselin said:—"I am perfectly satisfied with the *Defender*." Here is what impartial yachtsmen think of her performance: "The *Defender* has proved her ability to cover sail better than the *Vigilant* and to foot faster. She also has an easier motion through the water, and the boat the *Vigilant* in conditions where it was thought she would, viz., in head sea and a good breeze. But possibly the most creditable part of her performance lay in the fact that she also beat the conqueror of the *Valkyrie* a second in the run down the wind."

A conservative view of the race would seem to be that, while the *Defender*'s performance was a good one, it will require the greatest efforts of the *Defender* to work her up to cup-winning form. In other words, they should not leave a thing undone to make her faster than she is. It is almost a certainty that the *Valkyrie III* would have given the *Vigilant* a hard race in the conditions prevailing to-day, and nobody knows better than the Cup Committee that still lighter breezes hunt the regions off the Hook. There is truth in to-day's race, however, that should not be forgotten. The *Defender* made several tacks and moves which are not included in the log of good seamanship. The cause for them will probably remain unexplained. There is comfort in the knowledge that Captain Hall knows better.

The race was in the same waters that the Cup race will take place in September. The course was one of the kind wherein the *Valkyrie III* will meet the Cup defender. The new boat not only outalled the old champion, but she outfooted her.



CAPTAIN HALL OF THE "DEFENDER."

as well when sailing to windward. Moreover, on the run home, before the wind, with the *Vigilant*'s centreboard hauled, she gained on the champion, an advantage that her most enthusiastic admirers did not anticipate.

The weather was about what is to be expected during the season in which the Cup races will take place. There was a good breeze of from 12 to 15 knots an hour blowing throughout the day and the sea was smooth. It is believed the *Vigilant* has been improved from five to ten minutes a course of miles over her 1893 form, and if this is the case, the *Defender* is indeed a pretty fast boat. The public did not seem to understand that the race of to-day and that of Monday may do away altogether with the necessity of formal trial races, therefore this very interesting race was witnessed by a comparatively small number of people.

A yachtsman, who has witnessed all the races during the last twenty years, says that in his experience he never saw anything prettier in the way of a start than that of to-day. They are both of them over and away to quickly, the starting gun boomed that every onlooker knew the fight was to be to the death. The *Vigilant* was in perfect trim. It is thought the owner of the *Vigilant* spent anywhere from \$50,000 to \$75,000 in getting his boat ready either to beat the *Defender*, and in that way enable him to carry out his cherished desire or to convince the American Cup Committee that in beating his boat the *Defender* will be well worthy of her name. There was no doubt left in the minds of any of the experts who saw the race to-day that the *Vigilant* was sailed for all that was in her. That she was beaten can be explained only one way, that is, the other race was a better boat.

The programme called for a start at 11 a.m. and it was only twenty minutes after that hour that the regatta committee of the Yacht Club, who had arranged the race and were on Commodore Brown's steam yacht *Sylvia*, ordered the firing of the preparatory gun. The *Sylvia* took up position to the eastward of the Scotland light-ship and notified the yachts by signal that the course was to be from an imaginary line between the flag-ship and the mainland of the Scotland light to windward out into the open sea or down the New Jersey coast and return before the wind.

The wind at this time was blowing about ten miles an hour, almost due south. The same breeze held all day. It even increased during the afternoon, but the sea was at no time rough. The boats cruised around to the eastward of the starting line until the word was given. When that did come both were standing in toward the New Jersey coast, with the wind coming over their port sides. They tacked down. The *Defender* was in the lead and got over the water at a very rapid rate. The *Vigilant* appeared to be rather sluggish even as early in the day as this, but when they both came around and headed for the Scotland light the old yacht took on more of the form of a racer. The *Defender* was at least four lengths ahead.

Coming up close to the lightship the *Defender* was still several lengths ahead. She came around under the stern of the old vessel and then stood off. Both yachts had got malleable,

staysails, jib and top-sail, with a great club topsail at the head of their masts. The *Defender*'s club topsail is the biggest ever put at the head of a mast of a single stick, and in view of the fact that the *Defender*'s gaff runs almost up and down from pole to deck, the size of the sail may be imagined.

Around the lightship she flung herself across the line in a way that was not only clever from the expert standpoint, but beautiful to witness. Within twenty-five seconds came the *Vigilant*, and she made a picture. The yachts started over the line on the starboard tack. The *Defender* was not fifty feet beyond the line before she went about, went over to the port tack and headed in for the New Jersey shore. The *Vigilant* continued on her tack off shore up to 11:35, or over four minutes from the time that she went over her original tack. At this time the *Defender* went about again. In the tacks which followed some people took the time between a luff into the wind and a full sail on the other tack at ten seconds.

The *Valkyrie* of 1893 was indisputably a quick boat on tacks, and it has been estimated that she gained somewhere between ten and fifteen seconds on the *Vigilant* in getting about. If the *Defender* can make her turn from full to luff in anything like fifteen seconds she will do. On every tack that was made the *Defender* showed up in the lead, and her pointing up against the wind was very noticeable. The *Defender*'s sails were almost always check-full of wind, yet she headed up higher than the old boat from a point to a point and a half.

The Herringhoff model was already increasing the lead, until she mistook the spot where the turning buoy was placed, and by misjudgment lost probably three and a half minutes. At the time the *Defender* made the mistake at the buoy she was something more than a mile ahead. Getting back to her course, however, she rounded the buoy 2m. 34s. ahead of the *Vigilant*. Heading up for home the *Valkyrie* can do a better job top-sail, swung over their spinnaker jib-booms and set their sails over them. In the handling of the sails, the *Defender* showed the expert training her crew had undergone, while the *Vigilant*'s men were slower.

On the run home it looked as though the *Vigilant*, with her centreboard hauled up, was gaining, but the *Defender* went over the line first by 2m. 45s., having increased her lead on that run by 41 seconds.

Experts declare the *Defender* is a marine marvel.

LONDON, July 20th.

The following note was addressed to Sir Francis Knollys, Private Secretary to the Prince of Wales, last Friday, when apparently the early victory of the *Britannia* over *Valkyrie III* seemed to indicate that the *Britannia*, after all, is really the representative English yacht:—

Dear Sir: The *New York World* trusts that the great interest in the United States to the coming contest for America's Cup will be deemed sufficient excuse for asking of his Royal Highness the Prince of Wales whether there is any truth in the statement widely published here that he has contemplated a visit to the United States for this purpose, and also in view of the success of the *Britannia* this season and her defeat of the *Valkyrie* yesterday, whether there is any foundation for the suggestion that his Royal Highness might send the *Britannia* as a challenger for America's Cup should she maintain her superiority in the remaining races.

To this Sir Francis has this evening sent the following reply:—

Dear Sir: I have submitted your letter to the Prince of Wales. I beg to inform you that his Royal Highness regrets that he will be unable to pay a visit to the United States, and that he believes that it is settled that the *Valkyrie* will compete for America's Cup. I remain, yours faithfully,

FRANCIS KNOLLYS.

The unanimous opinion of the English newspapers is that the *Valkyrie*'s achievement on Saturday demonstrates her superiority over the *Britannia* or any other English yacht, and that she is clearly the proper representative of Great Britain against the United States for the great international contest.

The *Valkyrie* did not content with the *Britannia* and the *Clyde* Club's second day's racing to-day because, as Mr. Glenny, Lord Dunraven's agent, explained, "Although his lordship is sorry to spell to-day, it is imperative that the *Valkyrie* be sent to-day to make ready for her trip across the Atlantic. Lord Dunraven desires to leave nothing to chance, and is quite satisfied with the *Valkyrie*'s powers. Her great mast is to be taken out and sent across by an Atlantic liner. She will leave the Clyde on her voyage at the end of next week. She sailed from the Clyde to-day with her topmast hoisted and under balloon staysails for her builder's yard to dismantle."

## AN INTERVIEW WITH COUNT ITO.

Colonel Cockerill, the *New York Herald's* representative, appears to have had a very interesting chat with the Japanese Premier. The following is extracted from the published account of the interview:—

Referring to China, Count Ito said that he was not at all surprised that the world at large thought it would be impossible for Japan to conquer her. He felt certain that China could not be quickened into activity because of the lack of nationalism, and that her future now was dark. He thought that England had acted wisely throughout her late troubles in the Orient. When I suggested that the time had come for Japan to form an alliance with England the Count smiled, but declined to commit himself.

In speaking later on of the work of the Japanese army and navy in the war the Count spoke in the highest terms of the splendid transportation services rendered by the transfer of an army of over 200,000 men and 20,000 horses across the Yellow Sea, and the feeding and caring for them from a home base was something to be proud of.

On the subject of war-ships and the strength of the Japanese navy, the Count remarked that there were many war-ships for sale now in the world, and that perhaps it would be better for Japan to buy what ships she might need than to either build them or have them built abroad.

He could not quite understand the friendship said to exist between the people of the United States and Russia. I explained the sentimental part of it to him to the best of my ability, but it was plain that Japan's Prime Minister could not quite understand how there could be any substantial tie between a liberty-loving, enlightened Republic, such as ours, and an autocracy such as Russia.

Referring to the alliance between the Powers which had interfered with Japan, the Count said that he feared very much that the Europeans had not quite understood the commercial features of the treaty of Shimoda. They had, perhaps, regarded the opening up of certain ports in China as purely in the interest of Japan. Such was not the case. Japan has no more to gain than other nations commercially. The opening of the port of Chungking to the Yangtze-Kiang, was something which England had long been trying for and been unable to accomplish. The right to import machinery into China was certainly not in Japan's interest. He thought that what the treaty was better understood there would

be less prejudice towards Japan. The Count remarked that he had just received from Spain the official congratulations on the acquisition of Formosa by Japan, and concluded with the hope was expressed that Japan would not feel inclined to extend her land possessions further to the south, the Philippines being manifestly referred to. The Count observed that it was the general opinion that the Government of Luzon Island and Manila was very corrupt and weak.

The Count agreed that in giving back the Liaotung Peninsula to China much had been done to unite the Japanese people and allay political dissension at home. He admitted, with a smile, that there was much political dissension. Sometimes he said, there were eight or nine political parties, and sometimes as many as eleven. I asked him if there was likely to be a special session of the Diet soon. He replied that he could not possibly get ready for a special session, as he was overwhelmed with work at present. He did not think that there would be a session before the regular meeting in November.

## THE SO-CALLED "VEGETARIANS."

From time immemorial abstinence has been practised in China, but there are no ancient records of abstaining entirely from animal food. At the times of the greater sacrifices, abstinence was practised as showing reverence and respect. In the *Li-chi*, one of the "Five Classics," there is reference to abstinence, showing that its object is equally to repress disorderly thoughts in the heart as disorderly conduct to the body. This is all that is intended by the fasting enjoined by the Confucian religion.

About a thousand years ago the Emperor Wen of the Liang Dynasty was a follower of the Buddhist religion. He imposed the abstinence meant restraining from taking animal life. Hence there grew up the practice of eating non-animal food for a person's whole life, or for a certain number of years, or months or days according to circumstances or option. But now every year, during the 6th month, nearly all the common people whether men or women refrain for a certain time from eating flesh. The fast is called by different names, all over the Empire, and its method of observance also differs. The fast of Kuan-yin (Goddess of Mercy) lasts from the first to the thirtieth of the 6th moon. The fast of the God of Thunder commences on the first and continues till the twenty-fifth of the 6th moon.

About 30 per cent of those who keep a season of fasting observe that of Kuan-yin, nearly all of them being women. From 40 to 60 per cent, keep that of the God of Thunder. The 9th instant was the last day of the fast of Kuan-yin, and the temples both in the native city of Shanghai and suburbs presented a very lively aspect. The members of each society pay 500 cash, and are provided with a vegetarian dinner in the temple which forms its headquarters. In addition to these there are the fasts of the three officials of the "nine emperors," with numerous others observed in different parts of the Empire. Many of these fasts are only confined to one locality, where the observants are united into an organization or society. These societies have rules of their own, regular days for worship and burning incense, either in the temples or in the members' homes, and other ceremonies or plans for securing prosperity and happiness. In many of them wine and tobacco are prohibited. Generally speaking they are perfectly harmless both to their adherents and to the public. There is often the temptation to combine against the oppression which they have to submit to from the ubiquitous corrupt officials, and a wholesome fear of consequences and of giving the least cause for offence deters them from using the influence they might otherwise exert for the public good. Being essentially a Buddhist character and origin, these societies are opposed by the literary or official classes, who not only disown them but endeavor to restrain them from every way possible as a nuisance to the government. Under feelings of jealousy or fear that it may be difficult to keep them in utter subjugation of the lowest possible kind, the most absurd charges of sedition are continually being trumped up against them. They have often to bear the burden of insurrections or disorders caused by hordes of bandit or lawless soldiers out of employment, or the needy hangers-on of the yamen who cannot squeeze enough out of their immediate environment, and go further afield, laying the blame upon these societies, which they do not understand and do not believe in.

It is a mistake to call these people "Vegetarians," because they generally only refrain from flesh-food at certain seasons. We do not call the Catholics by such a name, who do not eat meat on Fridays. It would be better to call them "Abstainers" or by some other name that would not be misleading. It is possible that some of these abstinent societies are more or less connected with the *Kalpa*, or *Trid*, or *White Lily*, or other secret societies, since all have a tendency to collect a band of people who are the victims of oppression, and which they labor at the hands of the official classes. The fear of their unwilling to strike for liberty that is the cause of the official animosity against them, and they stand a very poor chance when once a charge is made against them. The weaker must always go to the wall.

The official animosity towards Foreign Missionaries is perhaps to be accounted for in a similar manner. The missionaries go in a determined way to collect a band of people who are the victims of oppression, and which they labor at the hands of the official classes. The fear of their unwilling to strike for liberty that is the cause of the official animosity against them, and they stand a very poor chance when once a charge is made against them. The weaker must always go to the wall.

The bulk of the speculation continues to be devoted to the mining markets, especially at a time when the price of silver is so low. The attempts are being made to boom the West Australian mining issues with indications of success.

NEW YORK, July 14th.

The French line steamship *Normandie*, from Havre, which arrived in port to-day, had a fire on board during the passage. It was at 7 o'clock on the night of July 9. The passengers were at dinner, and little was known until the next day of the danger through which they had passed. Smoke was seen issuing from the starboard alley about midship. Search was made for the fire, but it was found to be in a compartment in the lower hold, about midship, in where the stored cases of goods, hides and skins. It is supposed to have resulted from spontaneous combustion among the oily hides. The fire apparatus was at once brought into use and twelve lines of hoses poured hot water into the compartment. Volunteers were asked to go to the seat of the fire and learn the exact condition of affairs. The whole crew volunteered to a man. Ten were selected. The water had nearly reached the fire when the volunteers reached there. They reported affairs to the captain, who ordered the water flow stopped. During this time few of the passengers knew what was going on. The fire was out at noon on July 10th.

ST. LOUIS, July 14th.

A white man, evidently familiar with the Whitechapel manner of murder, took the life of Ella King, a negro and a dissolute character, at a late hour last night. The woman was disemboweled. Tonight Charles Schick, a white man who is said to have lived with the King woman in Kansas City, was arrested on suspicion.

AUSTIN, Tex., July 14th.

Attorney-General Carr to-day gave out his opinion in the *Corbett-Fleming* fight case from Dallas. The opinion was in reply to an inquiry from the Dallas county attorney as to whether the law enacted in 1891 prohibiting prize fighting was valid and operative. It was held by some of the best lawyers in the State that

## NEWCHWANG AND PORT ARTHUR.

A correspondent at Newchwang writes to a Kobe paper under date of August 5th as follows:—"The shipping of Newchwang is improving every day. Last month there was hardly a day passed but a foreign steamer from southern ports arrived. Often two, and even three ships have arrived in one day; the majority of them leaving with a full cargo of beans. On July 25th there were besides two transports; seven foreign steamers and two sailing ships in the port of Newchwang and by July 30th all of them, with the exception of the sailing ships, had left with a full cargo."

The popular belief among the foreigners and Chinese at Newchwang is that the Japanese will not vacate the place till the end of the season. I believe there is some truth in the rumour, as the Japanese seem to be preparing for a long stay. They are at work repairing roads, and the main street is now lighted up at night. The Japanese erected the lamps, but the Chinese have the lamps opposite their houses have to keep them in order and light them at dusk. There is also a Japanese police station in the Chinese town. Of course you are aware that there is a Japanese Custom House where all duties are collected.

There is fear that when the Japanese do leave the place there will be trouble with robbers; large bodies of armed robbers are in the vicinity of Newchwang (proper) and have even come into Yingkow. One or two have been captured, and they have very little mercy shown them, either by the Japanese or Chinese. It is not a pleasant outlook during the coming winter for the foreigners residing there, but probably before the port closes the Chinese officials will have returned.

The Consuls in Yingkow have prohibited the missionaries and others from going into the country further than five miles from the city walls.

About Port Arthur there is very little to write. In my last letter to you I mentioned that the Japanese were preparing to leave the place; they are still hard at work; all the guns have been taken down from the forts, and are now being taken to the wharves ready for transport to Japan. One or two ships have left loaded with guns, ammunition, machinery, &c. There will be very little left for the Chinese when the Japanese have finished with the place; they are even shipping articles which (to an outsider) look not worth the trouble of picking up. None of the forts had been destroyed up to the end of July; but from what one hears they will demolish the whole place, including docks and harbour.

## NEWS BY THE NORTHERN PACIFIC MAIL.

The Northern Pacific Steamship Company's steamer *Strathmore*, Capt. J. Pettit, from Tacoma, via Victoria, B.C., Yokohama, Kobe and Moji, with mails up to July 19th, arrived in port this morning. For the following telegrams we are indebted to our Tacoma exchanges:—

SAN FRANCISCO, 14th July.

High Craig, vice-president of the Chamber of Commerce, has just made a thorough investigation of the subject he is convinced that the Pacific cable, which has been talked about for years on this side of the United States and discussed in Congress, is to be built by British capitalists. The statement that Englishmen and Australians, with Canadians, have decided the work, he adds, is a further fact that the difficulty of obtaining a mid-ocean station has been overcome. It will be remembered that the United States government decided last winter not to sanction the establishment of such a station on any of the Hawaiian Islands to be controlled solely by Britishers.

To avoid international complications a station has been decided upon in latitude 3 north, on Fanning Island.

The cable is to be laid from Auckland, New Zealand, to Norfolk Island, in the South Pacific, a distance of 415 miles. The second section of the cable will be from Norfolk Island to Fiji, a distance of 1023 miles; the third to Fanning Island, 1745 miles; and the fourth and largest section from Fanning Island to Vancouver, a distance of 2235 miles.

The total length of this cable would thus be 6848 miles, or almost three times as long as the shortest trans-Atlantic cable. The estimated cost of the cable from Auckland to Vancouver is \$1,587,000, or in round figures \$7,587,000. This cable, it is proposed, shall be only one of a number of cables connecting with it in the southern hemisphere. The principal connection will be between Auckland and Sydney, New South Wales.

LONDON, July 14th.

There has been a slight softening in the discount rate in the money market, but the value of funds in connection with the Russo-Chinese loans and the home demands, owing to the elections, but with the hardening it is not expected to last long. Despite the fact that business is small on the stock exchange, prices in general remained good, steady investment securities are inactive and weaker.

The bulk of the speculation continues to be devoted to the mining markets, especially at a time when the price of silver is so low. The attempts are being made to boom the West Australian mining issues with indications of success.

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the law was invalid and inoperative, because it denounces the offense as a felony and affixes thereto the punishment of a misdemeanor, and further because the Act was so indefinitely framed and is of such doubtful construction, considered either by itself or in connection with the other provisions of written law, that it cannot be understood. Further, the legislature in adopting revised codes carried into the civil code the Act of 1880, which provides prize fighting, and that the civil code with the provisions in it was finally passed at a time subsequent to the adoption of the penal code, in which is incorporated the statute prohibiting prize fighting, and that therefore the statute licensing prize-fighting, by implication repealed the penal law on the subject, which had been previously passed.

The attorney-general, in his opinion, takes the opposite view. He holds that the law of 1891 was and still is operative. The attorney-general contends that "according to the contention of those who believe that the statute against prize fighting is void on account of its declaration that the crime is a felony and the punishment of a misdemeanor is applied thereto, the statute would be perfect if the word misdemeanor could be substituted for the word felony."

Following the doctrine announced in one of our court decisions, namely, that "the intention of the legislature controls express language in the construction of statutes, the court was at present obliged to disregard the word felony, if such elimination would be necessary to give effect to the legislative intent. It must be plain that the court believed the intention of the legislature was to prohibit prize-fighting. If the court further believed it to be a fact the legislature affixed the punishment of a misdemeanor to the offense of prize fighting, and the word felony was inserted by mistake, it was at liberty to disregard that word in the construction of the statute."

Whether the validity of the act in question is affected by the provisions of the code. The civil code passed the legislature before the penal code did, and not afterwards. But notwithstanding all assertions to the contrary, by reference to the new revised code, it will be seen that it specifically states that all laws embodied in the revised statutes which were in existence at the time of the adoption should be considered to be a continuation, not as new enactments.

"This law being valid, it is the duty of the sheriff of Dills county to see that it is enforced. He has the authority and we will look to him to see that the law is enforced."

## SHIPPING AND MAIL NEWS.

MAILS DUE:

English (Bengal) 24th inst.  
Canadian (Empress of India) 26th inst.  
Indian (Chalydra) 27th inst.  
German (Oldenburg) 28th inst.  
American (City of Peking) 30th inst.  
American (China) 3rd prox.

THE P. & O. S. N. Co.'s steamer *Formosa* left London for this port on the morning of the 19th inst.

THE P. & O. S. N. Co.'s steamer *Bombay* left Bombay for this port on the morning of the 19th inst.

THE Indo-China Co.'s steamship *Chalydra*, from Calcutta and Straits, left Singapore for this port yesterday at 6 p.m.

## SHIPPING RETURNS.

From 5 p.m. yesterday to 6 p.m. to-day.

ARRIVALS.  
Product ..... steamer from Canton.  
Strathmore ..... " " Tacoma.  
Brevins ..... " " Moji.  
Tatsune ..... " " Canton.  
Bygdo ..... " " Kobe.  
Annandale ..... " " Kobe.  
Aggregating 9,955 tons register.

DEPARTURES.  
Natal ..... steamer for Shanghai.  
Bathurst ..... " " Canton.  
Kwong ..... " " Amoy, etc.  
Foyle ..... " " Port Wallat.  
Caladstein ..... " " Saigon, etc.  
Radnorshire ..... " " Bangkok.  
Formosa ..... " " Coast Ports.  
Aggregating 10,490 tons register.

The British steamship *Bathurst* left Moji on the 17th instant, and had light north-east winds and fine clear weather all the passage.

The British steamship *Strathmore* left Tacoma on the 19th ultimo, Yokohama on the 9th instant at 6 p.m., Kobe on the 12th at 6:30 p.m., Moji on the 15th at 7:30 p.m.; arrived at Hongkong this morning at 5 o'clock, and had moderate winds and fine weather to Yokohama; thence had light variable winds and fine weather the China coast.

HONGKONG AND WHAMPOA DOCK RETURNS.  
*Dunlops* ..... in Kowloon Dock.  
*Minion* ..... " " " "  
*Iris* ..... " " " "  
*Crownhan* ..... " " Cosmopolitan "

Our Amoy correspondent reports that the latest addition to Messrs. Jardine, Matheson & Co.'s fleet of China coasting steamers, the *Tigrit*, Captain Monserrat, is now at Amoy discharging a cargo of petroleum.

The latest addition to the fleet of the Taku and Lighter Co., Ltd. is the lighter *Tanish* which arrived at Taku from Shanghai a few days ago. A sister vessel, the *Taku*, was due on a bark bound from London to Rio. Afterward, the *Tanish* and *Taku*, sister vessels, which are expected to carry between 10 and 11,000 piculs on a light draft. These four vessels mean an addition of 34,000 piculs carrying capacity to the already large tonnage of the Co.'s fleet.

## ONLY FOUR TO MAN THE PUMPS.

DEAR, dear! When you come to think of it how closely related things are; how one thing brings up another. Ideas are like a lot of beads on a string, aren't they?

A letter I have just been reading makes me remember what happened to me one winter about twenty years ago. The story is too long to tell here, so I'll merely give you the tail end of it. I was supercargo on a bark bound from London to Rio. Afterward, the *Tanish* and *Taku*, sister vessels, which are expected to carry between 10 and 11,000 piculs on a light draft. These four vessels mean an addition of 34,000 piculs carrying capacity to the already large tonnage of the Co.'s fleet.

THE BANK BUILDINGS, QUEEN'S ROAD, (Opposite Hongkong Hotel).

CONSULTATION FREE.

HONGKONG, 27th July, 1891.

FOR SALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

Now the odd thing is that the letter which reminded me of that experience has nothing whatever to say about ships. Please help me to find out the association.

The lady who writes the letter says that in July, 1881, she got a bad fright. Exactly what it was she doesn't tell. "I wish she did." Anyway it was so upset her that she didn't get over the effects of it for nine years. After that her appetite fell off; the last 21 real meals for food, and what she did eat only made trouble instead of nourishing her. It gave her pain in the pit of the stomach and (curiously enough) between the shoulders. She says her eyes and skin presently turned yellow as a buttercup. Her face and abdomen swelled, and he felt the same, the latter so much so that she was obliged to have her shoes made larger.

"I got little sleep at night," she says, "and was in so much pain I had to be propped up with pillows. For weeks together I could not lie down in bed. I had a dry, hollow cough, and bad night sweats. Then diarrhoea set in, and my bowels became bloated. There was often in dreadful agony for forty-eight hours at a time. Then I would have a chill as though a bucket of cold water were poured down my back. I got so low I could no longer sew, knit, or do any housework or look after my children. My sister had to come and help in the house."

"Everybody said I was in a decline and must die. Yet I suffered for eight years longer cannot tell. The doctor could do nothing for the lady's case. Her complaint was complicated and he had to wait. In 1886 I went as an outdoor patient to the Shewbury Infirmary, but only got transient relief."

The writer is in good health now, but why did her case remind me of the shipwreck? Let's see what she first. The association is easy and natural. Just see. The ship sank because four men hadn't the strength to pump out the water as fast



## Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above COMPANY will be held at the COMPANY'S OFFICE, No. 5, PRAYA CENTRAL, on THURSDAY, the 29th August, 1895, at 4 o'clock in the Afternoon, when the Subjoined Resolution, which was passed at the Extraordinary General Meeting held on the 12th August, 1895, will be submitted for confirmation as a Special Resolution:—

"That the Capital of the Company be Reduced from \$1,000,000, divided into 20,000 Shares of \$50 each, to \$200,000, divided into 20,000 Shares of \$10 each, and that such reduction be effected by cancelling Capital which has been lost or is represented by available assets to the extent of \$80 per Share on each of the 14,117 Shares which have been issued and are now outstanding, and by reducing the nominal amount of all the Shares in the Company's Capital from \$50 to \$10 per Share."

Dated the 12th August, 1895.

SHEWAN & Co.,  
General Managers.

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that at a MEETING of the DIRECTORS of this Company held at the Company's Office, Consanguine House, Queen's Road Central, Victoria, Hongkong, on FRIDAY, the 2nd August, 1895, a FINAL CALL of TWENTY-FIVE CENTS PER SHARE was made upon all Members holding Ordinary Shares of the Company, and that the same will be PAYABLE to the SECRETARY at the Office of the Company aforesaid, or to Messrs. SYME & Co., the Company's Agents at Singapore, on or before TUESDAY, the 3rd September, 1895.

And Notice is also given that, in accordance with Clause 24 of the Company's Articles of Association, if the Sum Payable in respect of any Call be not PAID on or before the said 3rd September, 1895, the Holder for the time being of the Share in respect of which the Call shall have been made shall Pay Interest for the same, at the rate of TEN DOLLARS per Centum per Annum, from the said 3rd September, 1895, to the time of the actual Payment.

SHAREHOLDERS are requested to note that SCRIP must be sent in when Paying Calls, in order that such Payments may be endorsed thereon.

By Order of the Directors,  
JAMES B. DUNCAN,  
Secretary.  
Hongkong, 2nd August, 1895. [1033]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 7 PER CENT. per Share for the Six Months ending 30th June, 1895, DECLARED at Monday's Ordinary Half-Yearly Meeting, will be PAYABLE at the Premises of the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 20th August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, No. 14, PRAYA CENTRAL.

By Order of the Board of Directors,  
R. COOKE,  
Acting General Manager.  
Hongkong, 19th August, 1895. [1120]

WANTED.

A NURSERY GOVERNMENT, to look after THREE CHILDREN, instruction to be given to the eldest one.  
For terms, &c., apply to  
X 12,  
c/o Hongkong Telegraph Office.  
Hongkong, 19th August, 1895. [1118]

JUNIOR SALESMAN.

WANTED by a Firm in Bangkok a SMART ENERGETIC YOUTH to Act as above.  
Must be strictly sober and honest. Apply in own handwriting stating age, experience, salary required, &c.  
T. E. P.,  
Post Office,  
Bangkok.  
Bangkok, 27th July, 1895. [1069]

THE PHARMACY.

SPRAY PRODUCERS. CUT GLASS BOTTLES, SKITZOOKS, MANICURE REQUISITES, PINAUD'S PERFUMERY AND TOILET WATERS, TONIC KOLA WINE, GOLDEN MALT, FARINA'S EAU DE COLOGNE.  
Sole Agents for "TANIAN" the popular Table-Water which contains 8 per cent. more iron carbonate than that from any other Chalybeate Spring.  
FLETCHER & Co.,  
and  
CARMICHAEL & Co., Ltd.  
Hongkong, 12th July, 1895. [131]

N. C. I. C.

MR. REGINALD ISBELL is prepared to give lessons in PIANO, ORGANS, SINGING and THEORY.  
Mr. ISBELL has had several years' successful professional experience in England and the Australian Colonies and has made the Cultivation and Development of the Human Voice a Special Study. Peak and Kowloon visited.  
SPECIAL TERMS FOR FAMILIES.  
Evening Dances, Parties and Societies provided with Selected Music on REASONABLE TERMS.  
Arrangements for Lessons can be made by applying to—  
Mr. REGINALD ISBELL,  
c/o Messrs. ROBINSON & Co.,  
Consanguine House.  
Hongkong, 22nd July, 1895. [1970]

BUSINESS NOTICE.

COAL MERCHANTS AND CHARTERERS, No. 44, PRAYA CENTRAL.  
THE Undersigned having started in Business as COAL AND TEA MERCHANTS, STEVEDORES and STOREKEEPERS, are prepared to Supply Steamers with COAL, STORES, &c., &c., at moderate prices and respectfully solicit the Patronage of the Shipping Community.  
WING CHEONG & Co.,  
No. 44, Praya Central.  
CHUN WING TONG,  
Managing Partner.  
A YON,  
Business Manager.  
Hongkong, 1st August, 1895. [1026]

## Intimations.

EVER INCREASING SUCCESS

ENTIRELY DUE TO

EXCELLENCE OF QUALITY.

GLYCERINE AND CUCUMBER.

An absolutely non-poisonous, wonderfully refreshing, health-giving preparation for the skin.

NOT A COSMETIC.

MAKES THE OLD YOUNG!

THE YOUNG YOUNGER!!

HAIR DRESSINGS

HAIR LOTIONS

HAIR DYES AND RESTORERS.

WATKINS &amp; CO.,

APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

THE CLUB HOTEL, 5, BUND, YOKOHAMA.

HOTEL METROPOLE, 1, TSUJII, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT, Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of meeting either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

C. T. BENNEY, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO. [160]

LEVY HERMANOS.

AND AT SHANGHAI, MANILA, ILOILO AND PARIS.

JEWELLERY, DIAMONDS, WATCH, CHRONOMETER &amp; CLOCKMAKERS, Also GENERAL IMPORT &amp; EXPORT.

10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office. [948]

CHS. J. GAUPP &amp; CO., CHRONOMETER, WATCH, AND CLOCKMAKERS, JEWELLERS, SILVERSMITHS, AND OPTICIANS.

CHARTS AND BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prize at every Exhibition; and for Valguier and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES. No. 8, Queen's Road Central. [788]

G. FALCONER &amp; CO., WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS. No. 48, Queen's Road Central. [789]

SOCIÉTÉ ANONYME

FORGES, FONDERIES ET LAMINOIRS DU MARAIS, MONTIGNY SUR SAMBRE (BELGIUM).

L. LEBRON, ESQ., MANAGING DIRECTOR.

First Quality Iron, Merchants and Builders, for Bridges, T-U-Z Irons, Waggon, Bells for Mines, and for all kinds of Iron for Rivets and Gables. [1000]

JOHN D. HUTCHISON, Esq., Hongkong, Agents for M. OPPENHEIMER &amp; Co., Paris.

"Almost as Palatable as Milk."

This is a fact with regard to Scott's Emulsion of Cod Liver Oil. The difference between the oil, in its plain state, is very apparent. In

Scott's Emulsion

you detect no fish-oil taste. As it is a help to digestion there is no after effect except good effect. Keep in mind that Scott's Emulsion is the best promoter of flesh and strength known to science.

Scott &amp; Bown, Ltd., London. All Chemists.

Sole Agents for Hongkong and the Empire of China—Watkins &amp; Co., Hongkong. Hongkong, 27th March, 1894.

SANTAL MIDY CURES

all discharges from the genito-urinary organs in either sex in 48 hours.

SANTAL MIDY Cures

all discharges from the genito-urinary organs in either sex in 48 hours.

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all discharges from the genito-urinary organs in either sex in 48 hours.

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 4th September.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 2nd October.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 30th October.

THE magnificent Steamships of this Line pass through the famous INLAND-SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, \$100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to

D. E. BROWN, General Agent, Paddis Street. [13]

Hongkong, 14th August, 1895.

OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... Tuesday, 27th August, at Noon.

Bilete (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... Saturday, 28th Sept., at Noon.

Copile (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... Thursday, 17th Oct., at Noon.

THE Steamship "GAELIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on TUESDAY, the 27th August, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Government officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight of Passage, apply to the Agency of the Company, No. 7, PRAYA CENTRAL.

J. S. VAN BUREN, Agent. Hongkong, 8th August, 1895.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS &amp; Co., Bank Buildings, Hongkong, 4th March, 1895.

F. BLACKHEAD &amp; CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG. SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMAN'S PATENT MOTOR LAUNCHES.

HARTMAN'S PATENT MOTOR LAUNCHES.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 16th July, 1895. [949]

## Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CRUISES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodations. First-class Table, DOCTOR AND STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.

The Railroad-traveling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Strathnevis ..... 3.574 | Tuesday ... | Aug. 27.

Victoria ..... 3.157 | Tuesday ... | Sept. 17.

Hankow ..... 3.694 | Tuesday ... | Oct. 8.

Tacoma ..... 2.440 | Tuesday ... | Oct. 20.

Victoria ..... 3.671 | Tuesday ... | Nov. 19.

\* No Passengers carried by this sailing.

THE Steamship "STRATHNEVIS."

Captain Pettie, sailing at Noon, on TUESDAY, the 27th August, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL &amp; Co., General Agents. Hongkong, 6th August, 1895. [4]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1895. (Subject to Alteration.)

Mount Lebanon | Saturday ..... | 14th Sept.

Altmore ..... | Tuesday ..... | 15th Oct.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship "MOUNT LEBANON."

will be despatched hence for PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 14th September.

Consular Invoice of Goods for United States Ports should be in QUADRUPLES; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to

SHEWAN &amp; Co., Agents. Hongkong, 17th August, 1895. [924]

NORDDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Oldenburg ..... | Monday ... | 16th Sept.

Gera ..... | Monday ... | 14th Oct.

Prins Heinrich ..... | Monday ... | 11th Nov.

Eryman ..... | Monday ... | 6th Dec.

Sachsen ..... | Monday ... | 6th Jan.

Gera ..... | Monday ... | 3rd Feb.

ON MONDAY, the 16th day of September, 1895, at 3 P.M. the Company's Steamship "OLDENBURG," Captain [Name], with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 14th Sept. Cargo and Space will be received on board until Noon on MONDAY the 16th Sept. and Parcels will be received at the Agency's Office until Noon on SUNDAY, the 15th Sept. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries Doctor and Stewards.

Lines can be washed on board.

For further Particulars, apply to.

MELCHERS &amp; Co., Agents. Hongkong, 19th August, 1895. [993]

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